

U.S. Naval Air Station,
Ship Carpenter's Workshop
(Public Works Center, Building 1)
Pensacola
Escambia County
Florida

HABS No. FL-236

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PHOTOGRAPHS

HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Architectural and Engineering Record
National Park Service
Department of the Interior
Washington, D.C. 20243

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HISTORIC AMERICAN BUILDINGS SURVEY

HABS No. FL-236

U.S. NAVAL AIR STATION
SHIP CARPENTER'S WORKSHIP
(PUBLIC WORKS CENTER, BUILDING 1)

Location: U.S. Naval Air Station,
Pensacola, Escambia
County, Florida.

Present Owner: Commanding Officer.

Present Use: Administrative offices.

Significance: The Ship Carpenter's Workshop was built in 1868 to replace the original 1859 building which was destroyed by the Confederate forces in 1862. The Greek Revival building originally had Doric pilasters, sliding doors, parapets and a corbeled brick cornice.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: 1868-69.
2. Architect: Basic design of the building was probably furnished by the Washington architects employed by the U.S. Navy, and was modified to suit local conditions.
3. Original and subsequent owners: The old Ship Carpenter's Workshop has been the property of the U.S. Navy during its entire history.
4. Builder: Construction was done by craftsmen and laborers employed by the Navy under the supervision of the Civil Engineer.
5. Original plans and construction: The Ship Carpenters Workshop originally had floor space of 30,600 square feet which was equally divided between the first and second floors.

There was an earlier structure, Building 52, on the same site as noted on a Navy Yard map of 1859. A design of the earlier building, called a mold loft and constructor's workshop, was submitted in 1857 by William H. James, Assistant Civil Engineer at the Pensacola Navy Yard, which estimated the cost of construction at \$47,600. The building was apparently completed in 1858 or 1859. This structure was destroyed by the evacuating Confederate forces in 1862. In 1867 the work was begun to clear away the debris left by the Civil War. Over a million brick were salvaged, cleaned and were shortly to be used in

rebuilding the Navy Yard. An appropriation of \$18,581.00 was requested in 1867 for rebuilding the mold loft and constructor's workshop. Work was started in 1868 and the project was completed in January 1869.

6. Alterations and additions: There has been extensive exterior and interior alterations in the building over the years. Interior partitions were constantly being added and removed in order to divide the building into various shops and offices. The most notable exterior work was the removal of the roof parapets and the extension of the roof at the same slope two feet beyond the exterior wall. This was accomplished between 1919 and 1934. In the 1920s the loft above the second floor was converted into an attic, and was used for the storage of materials for the carpenter and fabric shops. In the 1950s all of first floor was converted into office space. The complete conversion of the second floor to office space in 1966-67 required extensive alterations and repairs. The walls were covered with antique birch paneling, the floor was covered with mottled cream asphalt tile, and the ceiling was subsequently lowered using a hung suspended ceiling of acoustical tile with recessed fluorescent lighting. The cost for these alterations amounted to \$51,300. In 1968, a single-story concrete block addition was built at the southwest corner of the building. The additional space included a work room of 600 square feet and a file storage room of 806 square feet. This brought the overall space in the building to 32,267 square feet. The wing was built by the Linden Construction Company, Inc. of Silverhill, Alabama, for \$23,674.00. At an unknown date a mezzanine was added, which furnished additional 200 square feet of storage space.

The overall value of the building is now \$232,775, which includes the alterations.

B. Historical Context:

In 1878, a proposal was made to construct a three-story building between Buildings 1 and 25 with a unified facade which would have made one building of the 3 structures. The design was termed "consolidation of store houses." The project never won approval and the two buildings remain separate.

A Navy Yard map of 1886 shows the building as No. 11 and in use at that time as a general warehouse. In 1910, its number had been changed from 11 to 9, and it was being used as a boatshop with joiners and shipwrights working there. In 1916-17, after the opening of the Naval Aeronautical Station, the building was classified as a woodworking mill. Two years later it was called a Joiner Shop. By 1921, the building was being used as a trades shop. In that year the

first floor was shared by dope, fabric and paint shops, a wing repair room and paint shop office. The second floor contained the joiner shop, saw-filing shop, stock room and office. Other shops were added periodically throughout the ensuing years including key, plumbing, masonry and machine shops. The loft above the second floor was converted into an attic-of-sorts and was used for the storage of materials for the carpenter and fabric shops.

In 1945 various Public Works administrative offices occupied the east end of the first floor. In November 1959 the entire first floor was being used for administrative offices. The upper floor was in use as a trades shop area until 1959 when the shops moved out and the area was turned over to the supply department for use as a warehouse. The Public Works Center took over the supply department for use as offices in 1966 or 1967. Today the building is used exclusively for office space and houses the administrative offices of the Public Works Center, including the Resident Officer in Charge of Construction.

Prepared by: Dr. William S. Coker
Historian
Historic American Buildings Survey
Summer 1972

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: The Ship Carpenter's Workshop is a fine Greek Revival structure with a rhythmic spacing of Doric pilasters and recessed panels on the long facades. At one time the building had roof parapets and large sliding doors.
2. Condition of fabric: The structure is in good condition and is well maintained.

B. Description of Exterior:

1. Over-all dimensions: The building, rectangular in plan, is 50' (3 bays) x 300' (23 bays). It is a two-story building and measures 49' in height at the roof peak. A modern, single-story addition, 25' -6" x 67' has been added on the south side at the west end.
2. Foundations: On a drawing dated Nov. 9, 1917 and located in the NAS Public Works Center files, the stepped granite foundations are indicated as 4'-8" in thickness at the bottom and 6'-2" high.
3. Walls: The walls are common bond brick, originally salmon in

color and now painted white with the header course every fourth course. The first floor walls are 27" in thickness, narrowing to 24" at the second floor level to receive the floor joists. Recessed facade panels are located between the first and second floor window openings with the panels in the 6th, 12th and 18th bays being wider, as well as the center panel on the end elevations. Brick pilasters, 42" wide and 13" on center, extend out 4½" from the exterior wall and rise 27'-6" to receive Doric capitals.

4. Structural system, framing: The exterior walls are brick bearing walls supporting the second floor 4" x 11½" joists, approximately 22" on center and the roof trusses approximately 13" on center. The roof trusses are constructed from 6" x 13" members and held in place with iron straps. ¾" vertical steel tie rods are introduced into each truss. The trusses carry 5" x 7" purlins approximately 66" on center, which carry the 2½" x 4" roof rafters 26" on center and the roof sheathing. At the first floor a row of 15" squares, chamfered columns, approximately 18' on center runs the length of the building down the center carrying a beam 11" x 14" which supports the floor joists. A row of columns 9½" square, approximately 18" on center, exist on either side of the center columns, which carry side beams 9½" x 11½" for the joists. Three interior brick walls extending to the second floor, with segmental pointed, arched openings, 13' -3" high, 12' wide with granite keystones exist: two on the east end of the building and one on the west end. A fourth wall, without an opening, exists on the far west end.
5. Porches, stoop: A second floor wooden porch exists on the west end of the building with a long flight of wood stairs 34" wide with 8" risers. A 5½" newel post carries the 2" outside diameter iron pipe railing. A similar porch and stairs constructed of steel exists on the east end of the building. A small stoop of concrete block and brick with an iron pipe railing provides access to the first floor offices on the east end.
6. Chimneys: One small chimney exists on the east end of the roof.
7. Openings:
 - a. Doorways and doors: An 1857 drawing from the Library of Congress indicates that the west end of the building had sliding doors on wooden tracks over the openings (9' -5" wide and 12' -9" high) in the four end bays, north and south elevations, including the center bay on the west elevation. Eastward from this point every other bay on the north and south elevations down to the sixth bay from the east and including the center bay on the east elevation, has a similar opening, all with

dressed granite lintels spanning the entire width between pilasters. Generally all of these openings on the north and south elevations have been closed in with 5" German siding and wooden sash, with the exceptions of the 8th, 16th and 23rd bays on the north elevation and the 12th and 18th bays on the north elevation and the 12th and 18th bays on the south elevation which now contain modern doors. The center bay, east end, on the first floor, has a modern glass door while the second floor contains an emergency exit steel door. The center bay on the west end has the original opening on the first floor bricked-in with the second floor also containing an emergency exit steel door similar to the one on the east end. A modern door also exists on the south facade of the one-story addition. Sliding doors on wooden tracks, which originally existed on the second floor in the 6th, 12th and 18th bays on the north and south facades, have also been closed-in with 5" German siding and six-over-six double hung wooden sash.

- b. Windows: Typically the windows, with flat arches a stretcher and header in depth, have six-over-six light double hung wooden sash. The sills are smooth granite, while the frames are solid stock and mortise and tenon at the heads with the glazing being 13" x 24". Windows used to close in the original sliding doors are generally six-over-six light double hung wooden sash with a glass size of 12" x 14". Air conditioners and window fans exist in several window openings.

8. Roof:

- a. Shape, covering: The hip roof is covered with asphalt shingles, light in color, with a continuous half-round metal gutter and five regularly spaced round downspouts that carry to the base of the building on the north and south elevations.
- b. Cornice, eaves: Continuous around the building is an architrave band, the upper portion of the band defined by a two-course corbel, the lower portion by a single course corbel. Brick dentils below a four-course corbel exist above the architrave and just beneath the roof overhang. Originally, a 3' high roof parapet wall with recessed facade panels existed above the dentils.
- c. Dormers: Louvered attic vents exist in small flat-roofed dormers on the east and west ends of the roof.

C. Description of Interior:

1. Floor plans:

- a. First floor: An 1857 drawing of plans for a ship carpenter's workshop shows the first floor divided into four sections from east to west; boat builder (9 bays), gun carriage maker (8 bays), block maker (3 bays) and a series of saw pits (3 bays). A stairway in the northwest corner lead to the mold loft on the second floor which occupied the entire space.

Presently, the first floor, extensively remodeled and altered, is divided into a large number of office spaces on either side of a central corridor for use by the Public Works Center which occupies all but two bays on the east end, which are utilized by Family Services and the Housing Office.

The first floor addition on the west end is utilized for plan and drawing storage and space for the blueprint machine.

- b. Second floor: The second floor is basically divided into partitioned office space with a central corridor for three separate Navy organizations: The Officer in Charge of Construction, Maintenance Control, and the Management Office.

A mezzanine utilized for storage exists between the first and second floors with access off the stairways to the second floor.

2. Stairways: Access to the mezzanine and the second floor is by two wood stairways located off the central corridor, that are enclosed and wood paneled.
3. Flooring: Both the first and second floors are covered in vinyl tile.
4. Wall and ceiling finish: Exposed brick bearing walls are painted white, while interior partitions are either wood paneled or metal painted a grey or olive green. Suspended ceilings on both floors are white acoustical fiberboard.
5. Doorways and doors: Interior doors are typical hollow-core wooden doors.
6. Mechanical equipment:
- a. Heating: There are cast-iron radiators in the building supplied by a central NAS heating plant.
- b. Lighting: The lighting is modern flourescent and incandescent.
- c. Fixtures: There is a modern hydraulic hoist to the second

floor on the exterior south side of the building.

D. Site:

1. General setting and orientation: The long axis of the structure is oriented east and west, with the main entrance being on the north facade. To the east, the building aligns with Center Avenue with no delineation of the street: asphalt paving extends to the edge of the building on both the east and north sides. On the north side a driveway provides access to a large parking area, which is also occupied by two small maintenance buildings. To the immediate west is the north end of a large maintenance shop and south of Building 1 is a fenced parking area for Government vehicles.

Prepared by: Rodd L. Wheaton
Architect
Historic American Buildings Survey
Summer 1972

PART III SOURCES OF INFORMATION

A. Original Architectural Drawings and other records:

Measured drawings, floor plans and index cards indicating architectural, mechanical, electrical and general work on the Public Works Center in Engineering Department, Public Works Center, NAS Pensacola, Florida. Records are basically World War I to present.

Measured drawings, floor plans, Navy Yard maps in Bureau of Yards and Docks Plan Files, Navy Department on microfilm, copy in Old Military Records Branch, National Archives, Washington, D.C. Index (16 mm.) see last part of Reel 13 and first part of Reel 14. Drawings, etc. of Pensacola Navy Yard are numbered 800-1-1 to 800-45-407, Reels 641 through 648.5 (35mm.) Records date from about 1829 to end of World War II.

B. Early Views:

Seven early photographic views of the Ship Carpenter's Workshop (Building 1) are available in the Naval Aviation Museum, NAS Pensacola, Florida. Aerial view of the Navy yard dated about 1916 looking northwest, Negative #00519; view showing only the east end of the building but with a good view of the roof parapets since removed, 27 July 1918, Negative #010031; view showing building in its World War I camouflage, taken from observation tower, 8 October 1918, Negative #010064; view showing about 4/5 of the building taken from the observation tower, 8 October 1918, Negative #010015; Aerial view of the Station, looking northwest, 15 July 1919, Negative #010065; Aerial

view looking north with building plainly visible, taken 1st August 1919, Negative #010011; Aerial view looking west-northwest showing the building after it had been repainted following World War I, taken in 1933, Negative #010026.

C. Bibliography:

1. Primary and unpublished sources:

Building Property Records, Plant Account Office, Public Works Center, U.S. Naval Air Station, Pensacola, Florida.

2. Secondary and published sources:

U.S. Navy. Annual Reports of the Navy Department. Washington, 1859-

Young, Lucien. United States Navy Yard and Station. Written in 1910 and published in 1964.

PART IV. PROJECT INFORMATION

The project was undertaken by the Historic American Buildings Survey (HABS) under joint sponsorship of the National Park Service, The American Revolution Bicentennial Commission of Florida, and the Historic Pensacola Preservation Board. Measured and drawn during the summer of 1972 under the direction of, John Poppeliers, chief of HABS, by: Rodd L. Wheaton (Architect), June Project Supervisor; John A. Sanderson (University of Florida), July-August Project Supervisor; Dr. William S. Coker (University of West Florida), Historian; John M. Szubski (Princeton University), Architect; and by Student Assistant Architects: J. Tucker Bishop (University of Texas, Austin); John C. Hecker (University of Illinois, Urbana) and Scott A. Kinzy (University of Nebraska) at the United States Naval Air Station, Pensacola, Florida. Susan McCown, a HABS staff historian in the Washington, D.C. office, edited the written descriptive and architectural data in the fall of 1980. Jack Boucher, a HABS staff photographer, took the documentary photographs in March of 1974.

ADDENDUM TO:
U.S. NAVAL AIR STATION, SHIP CARPENTER'S WORKSHOP
(Public Works Center)
(Building No. 1)
368 South Avenue
Pensacola
Escambia County
Florida

HABS FL-236
FLA, 17-PENSA, 85-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
SOUTHEAST REGIONAL OFFICE
National Park Service
U.S. Department of the Interior
100 Alabama St. NW
Atlanta, GA 30303